SECTION XI

COMMERCIAL DESIGN STANDARDS

I. GENERAL PROVISIONS

A. TITLE/CITATION

The regulations set forth in this ordinance shall be officially known and cited as the "Brighton Commercial Design Standards," although they may be referred to in this document as "Commercial Design Standards."

B. PURPOSE

These standards implement the Brighton Comprehensive Plan and promote the health, safety, and general welfare of the residents of the City of Brighton by encouraging high quality in the siting, organization, and construction of new commercial developments in Brighton and, more specifically, by:

1. Promoting new commercial development that is distinctive, has character, and relates and connects to established Brighton developments;
2. Encouraging site planning that accommodates and responds to the existing natural and built environment on and adjacent to the site, including preservation of existing trees, vegetation, wildlife habitat, stream corridors, wetlands, and manmade cultural resources such as agricultural buildings and irrigation ditches;
3. Encouraging organization of new commercial development into cohesive developments that are safe and pedestrian friendly;
4. Encouraging connections within and between new commercial development and adjacent and surrounding residential and commercial development (existing or planned), land uses (such as schools, shopping, and employment), and parks and open space/trail systems;
5. Providing variety in commercial design and type in order to reduce the adverse visual monotony of commercial design often associated with large-scale commercial development.

C. APPLICABILITY

All commercial development and public, governmental, or institutional development and all development that is proposed within any zone district or PUD, submitted for review after the date of the ordinance adopting the *Commercial Design Standards* (CDS), as the same may be amended from time to time, shall be subject to the regulations and guidelines described in these *Commercial Design Standards*:

D. CONFLICTING PROVISIONS & RELATIONSHIP WITH OTHER REGULATIONS

These Commercial Design Standards supplement the City of Brighton's regulations set forth in the City's *Zoning Regulations, Subdivision Regulations*, and *Residential Design Standards*, as amended. In addition to the requirements of these Commercial Design Standards, an

applicant shall comply with all other applicable City land development regulations, ordinances, and requirements. When the provisions of these Commercial Design Standards are inconsistent with one another, or when the provisions of these Commercial Design Standards conflict with provisions found in other parts of the *Zoning Regulations*, *Subdivision Regulations*, or in any other City ordinance or regulation, the more restrictive provision, and that which more specifically applies to a given situation, shall govern unless otherwise expressly stated. Except as otherwise provided herein, the Community Development Director shall be the final arbiter regarding issues pertaining to the administration of these regulations.

II. COMMERCIAL SITE PLANNING & SITE DESIGN STANDARDS

A. SITE PLANNING

1. General

   Site planning is the design process for the development of land; it considers the relationship of off-site and on-site compatibility, and the purpose for which land is to be used. In general, buildings should be located so as to be visible from major roadways and entries, to provide clear orientation and access for vehicular and pedestrian traffic alike. Likewise, structures should be located in consideration of the existing built context, the location of adjoining uses, and the location of major roadways. Pedestrian courtyards, common gathering areas and accessible, well-landscaped environments that encourage pedestrian movement both within the new commercial development and among adjacent land uses are encouraged.

2. Site Orientation

   a. Site planning must take into consideration the existing grade and slope of the site as well as existing grades and building elevations off-site. Grading of property must be sensitive and compatible with surrounding properties and public streets. Commercial properties adjacent to existing or future residential properties will be restricted in raising the elevation of the commercial site unless approved by the City. Site planning must consider the relationship of buildings and detention areas to natural grades and visibility from adjacent roads and properties. Final grades within landscape areas cannot exceed 25% (4:1). The use of terraced parking lots, stepped building pads, retaining walls and larger setbacks may be necessary. The use of landscaped, sloped areas is preferable to retaining walls. Retaining wall heights are limited to a maximum height of four (4) feet (measured from the bottom of the footing). In instances where topographic conditions require retaining walls over four (4) feet, they shall be designed by a licensed structural engineer and may be allowed at the discretion of the Community Development Director.

   b. Natural site amenities such as mature trees, creeks, riparian corridors and other features unique to the site must be identified and considered for preservation. All wetlands shall be identified as determined by a qualified wetland consultant. The Corps of Engineers shall approve the delineation of federally mandated wetlands. Any impact to a federally mandated wetland shall be mitigated in accordance with the Corps of Engineers regulations.

   c. Flood corridors are located within the 100-year floodplain, and should remain undeveloped to prevent flood damage and to preserve the riparian habitat and wildlife associated with the area. The filling in of flood plains will generally be prohibited.

d. All endangered or threatened species of plants or animals should be identified and the habitat of such species should be considered for preservation as determined by the Colorado Division of Wildlife, United States Fish and Game Service or other appropriate agencies. This responsibility is that of the property owner/developer.

e. Site planning must provide for access, drainage, utility, and maintenance easements and shall be included as a part of the Final Plat; however, if the Final Plat has already been approved, a plat amendment or separate document, at the discretion of the Community Development Director, granting said easements shall be required simultaneous with site planning review and approval.

f. Existing and planned bus stops must be shown on Use-by-Right or Final Development Plans. Additionally, Developer may be required to install additional bus benches/shelters at his or her expense. Maintenance of said facilities shall be by the applicable transportation authority.

3. General Layout and Design

a. Retail commercial development must be designed in a manner to create the impression of a unified project and overall sense of a unique or identifiable place.

b. Linear "strip" development is discouraged. This type of development is characterized by uses that are only one store deep and buildings are arranged in a linear fashion rather than clustered.

c. It is preferred that a minimum of 50% of the overall property (acres or gross fl or area, whichever is greater) be developed within the initial phase of construction. Freestanding pad sites should not be developed until the principle portion of the property has begun construction. Construction phasing must be indicated as part of the Final Plat submittal.

d. A sense of entry or arrival must be created at primary entryways into the development. Building placement, landscaping, gates, entry monuments, specialty lighting and other design elements can be used to create this design effect.

e. In projects over 10 acres, the development area immediately adjacent to the intersection of two arterial streets should generally be free from a building location in order to maintain public views into the development from the intersection. This area must be enhanced with landscaping, however some parking may be acceptable. The design approach to creating open space and maintaining views at the corner will be evaluated on a site-by-site basis.

f. Pavement grades should not exceed 5% longitudinal slope within a parking area and 8% longitudinal slope in drive aisles that do not have parking stalls along the aisles. Site entry/exit aisles shall not exceed 3% longitudinal slope from the public street to 50-feet into the site. The 50-feet shall be measured from the property line. (Standard Specifications for Design and Construction of Public Improvements) Sidewalk cross slopes shall not

exceed 2%. Sidewalk longitudinal slopes shall comply with the American Disability Association requirements.

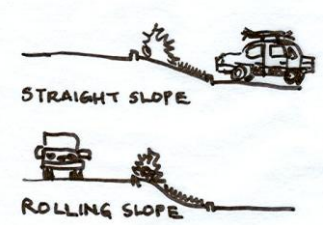
i.) Handicapped accessible routes must be accessible to, but separated from, parking areas, and may be no greater than 1:12.

g. An exterior lighting plan indicating site and building light fixtures and lighting levels should be prepared by a qualified consultant and submitted to the City for review and approval in conjunction with the Use-by-Right or Final Development Plans. Parking lot lighting should be with metal halide or other type of white lighting. Off-site glare onto adjacent, dissimilarly zoned properties or right-of-way is not permitted. Over-lighting areas and high contrast between properties should be avoided. Concealment of the light source must be a design consideration. (Refer to Section 'F' for further detail.)

4. Grading, Excavation and Erosion Control

a. Site improvements should minimize cut-and-fill in order to preserve each site's natural terrain to the maximum extent possible. Site grading designs should be carried out in such a manner to avoid drainage impacts (such as erosion and road damage), both on-site and downstream.

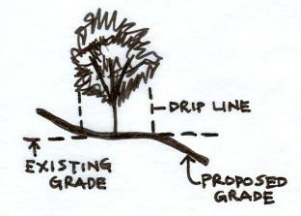
b. The natural setting of the site (for projects on undisturbed ground) should be preserved, to the greatest extent possible, with grading designs that are sensitive to existing landforms and topography. Slopes should be limited to 4:1 or less.



c. Typically, grades between old and new elevations should transition via rolling rather than one continuous straight slope.

d. Grade changes within the drip-line of existing trees that are to be maintained should be avoided.

e. On-site topsoil should be stockpiled and protected during construction, and existing site vegetation should be preserved wherever possible. Disturbed soil and slopes shall be replanted with an approved grass mixture or ground cover.



5. Pedestrian Amenities

a. Amenities such as courtyards and/or plazas shall be included within the overall and individual site plans, should be functional and designed as part of the overall project, as opposed to being relegated to "ancillary" spaces unsuitable for other uses.

b. Pedestrian open spaces should be furnished with benches, landscaping, fountains, play areas and other amenities designed to create a sense of enclosure. Where feasible, establish some such areas that will be useable throughout the year (e.g., buffered from the elements, open to sunshine).

c. Areas devoted to pedestrian use should be delineated through the use of accent paving (maximum .25-inch groove depth), landscaping, lighting, and outdoor furniture.

d. Pedestrian open spaces should be located to take advantage of existing landmarks, natural land forms or activities.

e. All such amenities shall be owned and maintained by the developer, or the developer's assignees.

6. Site Coverage

a. No more than seventy percent (70%) within each parcel and for the entire commercial development shall be covered with buildings, parking and driveways.

b. No less than twenty percent (20%) within each parcel and for a commercial development as a whole shall be open space. Such spaces, at the discretion of the Community Development department, may include pedestrian areas, such as sidewalks, plazas and other areas designed for pedestrian activity, but shall under no circumstances be used to exclusively satisfy open space requirements.

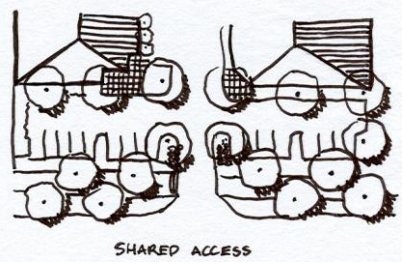
B. VEHICULAR AND PEDESTRIAN CIRCULATION

1. General

The City of Brighton encourages the design of safe and dynamic intra-development vehicular and pedestrian circulation systems, through the minimal use of access points to private property from public roadways. A clear and carefully planned hierarchy must be demonstrated for the vehicular and pedestrian design systems, and must be expressed in all street and landscape designs. Pedestrian routes within the development should be integrated to provide a comprehensive circulation system offering convenient, safe and visually attractive accesses to all areas of the development.

2. Site Access Points and Driveways

a. Maintain a consistent design treatment of roadways and intersections along major roadways within each commercial development in order to establish visual continuity, and facilitate convenient and safe circulation.



b. Access points along major routes must be limited in number and location; and driveways must be planned and shared between properties, and access easements must be noted on the Final Plat; however, if the Final Plat has already been approved, a plat amendment or separate document, at the discretion of the Community Development Director, granting said easements shall be required simultaneous with site planning review and approval.

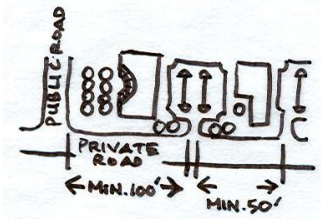
c. The design of access routes must incorporate a generous area for the stacking of cars along driveway routes where intersecting with public streets.

d. Access points and driveways should line up across from other access points, driveways or focal points, and adequate separation between access points must be provided for safe and convenient internal circulation.

e. Access roads and drives must be a minimum of twenty (20) feet in width, and comply with current City of Brighton and Brighton Fire District standards.

f. Entrances into commercial developments along arterial and collector streets should be enhanced with the addition of signs, accent paving, special landscaping and/or lighting approved by the Community Development department.
   i. Design elements should be visually interesting and consistent with other streetscape arterials used within the overall development.

g. Wherever possible, street intersections should be used for access into commercial development(s). Additional site accesses should be located as far as possible from street intersections, but in any case a minimum of one hundred (100) feet should separate access points intersecting with public roadways, and a minimum of fifty (50) feet separation between adjacent curb cuts along private roadways.

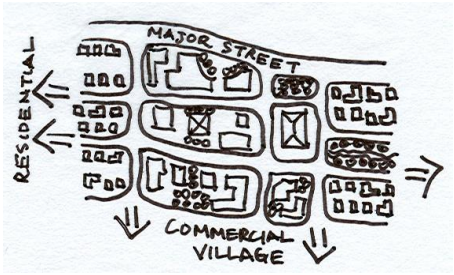


h. Access drives of five hundred (500) feet or longer must incorporate design elements, such as a traffic circle, angle/offset, or other form of speed deterrent approved by the Community Development department.

3. Vehicular Circulation

a. The internal vehicular and pedestrian circulation must interconnect in an obvious and consistent manner.

b. Commercial developments should be linked to surrounding areas through the extension of existing or planned streets and sidewalks through the development.



c. Parking aisles should be separated from vehicular circulation routes and entry drives when possible.

d. Drive-thru uses must be designed for dedicated drive-thru lanes that allow for the stacking of no less than eight (8) vehicles, and must be sufficient to prevent "spill over" into adjacent parking areas, circulation aisles or streets. Drive-thru uses for financial institutions must be designed for a minimum of three (3) vehicles per lane. Such lanes must not block access to parking stalls or pedestrian access to the building.

4. Pedestrian Access and Circulation

   a. Site planning must provide for separate pedestrian circulation, and must be provided from the perimeter of the site, and connect to all buildings within the site. Primary pedestrian or bicycle connections shall be not less than eight (8) feet in width, with secondary interior sidewalks not less than six (6) feet in width. Parking stall overhang into any sidewalk or landscape area shall require an increase in the minimum sidewalk or landscape area by the depth of the overhang.

   b. Pedestrian walkways within the development must be distinguished from the driving surface by the use of bricks, integrally colored and/or scored concrete, (maximum .25-inch groove depth) or other methods approved in advance by the Community Development department.

   c. Sidewalk areas in front of or adjacent to (i.e., when the sidewalk is parallel with and between the building and the curb) buildings shall be designed to accommodate pedestrian activity. Landscaping must occur within or adjacent to these areas. Note: In instances where sidewalks adjacent to the building may be unwarranted (e.g., rear of the building), the Community Development Director will determine the appropriate locations of sidewalks.

      i. Sidewalks, in front of or adjacent to buildings of 5,000 square feet or less, must not be less than six (6) feet in width (exclusive of auto overhang);

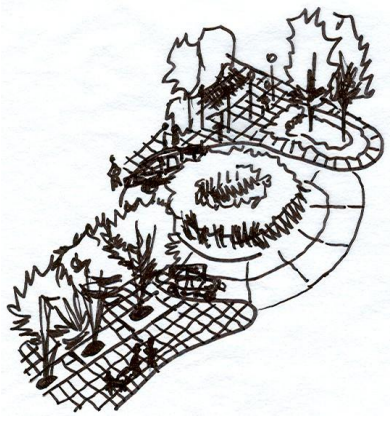
      ii. Sidewalks, in front of or adjacent to buildings of 5,001 square feet and up to 9,999 square feet must not be less than eight (8) feet in width (exclusive of auto overhang); and

      iii. Sidewalks, in front or adjacent to buildings of 10,000 square feet and more must not be less than fifteen (15) feet in width (exclusive of auto overhang).

   d. Passenger drop-off areas must be incorporated within the design of commercial development projects that warrant passenger drop-off areas (e.g., public plazas, movie theaters), and should include a clear separation between vehicular traffic within the drop-off and parking/circulation areas.

      i. Drop-off lanes should be designed to avoid obstructing the flow of traffic.

      ii. The use of textured paving, or other easily-distinguishable raised surface (maximum .25-inch groove depth), should be used to delineate drop-off areas.



iii. Appropriate signage should be used to indicate the location and time limitations for drop-off areas.

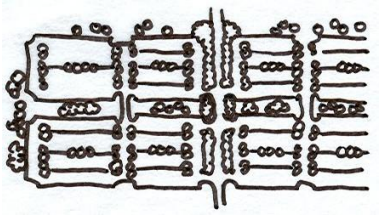
C. PARKING

1. General

Parking areas should be established in such a manner that they clearly meet the location and quantity requirements of their specific uses, without detracting from either the effectiveness of other forms of transportation, or the pedestrian environment. The use of parking structures should be considered within large commercial developments due to their economies of space; they should, however clearly relate to the structure(s) served, as well as enhance the overall character of the development. If developed in phases, the location and size requirements for future parking should be anticipated. Parking for bicycles and motorcycles should be included within the parking plan. The amount of parking required per development shall be calculated based on the current parking regulations of the City of Brighton.

2. Surface Parking

a. Parking areas designed to accommodate 75 or more automobiles should be divided into a series of smaller, interconnected lots.



b. Parking areas should be separated from buildings by raised concrete walkways (with design features), landscaped strips, or both.

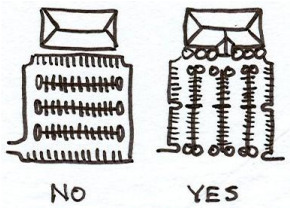
i) Parking spaces in big-box developments, other than those providing access for handicapped drivers, should never directly abut structures.

c. Where possible and appropriate, it is preferred that at least fifty percent (50%) of the required off-street parking be located behind or at the sides of principal structures (rather than between the front of principal buildings and the primary access street), or within parking structures.

d. Dead-end aisles are not allowed, unless adequate space for an unimpeded turn-around is provided.

e. Parking aisles should be located perpendicular to buildings, so that pedestrians walk parallel to moving vehicles.

i) Parking aisles in long, straight configurations that facilitate speeding should be avoided.



f. Landscaped islands should be used at the end of each parking aisle, and may include handicapped access ramps

g. Curbed and landscaped islands, composed of organic material, should be used to indicate a change in direction of parking stalls and aisles.

h. Parking "bumpers" are prohibited in surface lots.

i. Handicapped parking spaces and accessible routes shall be provided consistent with ADA standards.

3. Minimum Parking Requirements
   a. Refer to the Zoning Regulations, Section V. Development Standards, Sub-Section I. Parking, for the minimum parking requirements.

4. Parking Structures
   a. The Architectural Design Standards (Section III.A) shall apply to the design of all parking structures, the ground level of which should be designed so as to complement the overall architectural theme of the development, while providing a visually engaging environment for the pedestrian.

   b. The use of parking structures within commercial development projects is encouraged.

   c. At the discretion of the Community Development Director, covered connections (walkways) must be provided between parking structures and the building(s) they serve.

5. Motorcycle Parking
   a. Motorcycle parking should be clearly distinguishable from automobile parking, with the location of motorcycle parking stalls designed in such a way so as to encourage their orderly parking.

      i) Parking areas should be paved with concrete in order to support kickstand pressure.

      ii) For parking areas in excess of five-hundred (500) parking spaces, a minimum of one percent (1%) of the total required parking area shall be designed and constructed for motorcycle parking.

6. Bicycle Parking
   a. Locations for bicycle parking should be easily accessible to building entrances for both customers and employees, to maximize their ease of use and visibility.

   b. Avoid positioning of racks where they will obstruct building entrances, or the flow of pedestrian traffic.

   c. Consider the use of shelters to provide protection from the elements, and coordinate their design with adjacent buildings or street furniture.

   d. Select bicycle racks that provide options for use by a range of bicycle types, and for a variety of security devices.

   e. Coordinate the location of bicycle parking spaces with public transportation stops.

   f. For parking areas that exceed fifty (50) parking spaces, a minimum of one bicycle parking space per each fifty (50) required automobile parking spaces shall be

provided for the first one hundred (100) parking spaces. Thereafter, a minimum of one bicycle parking space per each one hundred (100) parking spaces shall be denoted on the Use by Right or Final Development Plans.

7. Shared Parking Among Multiple Buildings or Lots
   a. Shared parking among adjacent uses, especially those with staggered peak parking demands are encouraged. At the discretion of the Community Development Director, a reduction in the total number of required parking spaces may be considered (up to a maximum of 80% of any recommended reduction), based upon an approved parking study conducted at the developer/owner's expense. .

      i. For example, an approved parking study indicating that adjacent uses might effectively share parking facilities, and which suggests a reduction of 100 spaces in the overall number of combined spaces required under Section II.C.3 of these regulations, may be considered for a maximum reduction of 80 spaces (80% of the study-recommended 100 space reduction).

8. Parking Area Used for Drainage
   a. At the discretion of the Public Works and Community Development departments, credit may be given in the form of storage volume reductions for improvements in runoff reductions, due to installation of porous pavements. If allowed, paved areas using porous pavements will be counted at the determined engineered rate of runoff, if the areas are allowed to infiltrate and not piped to basins.

9. Provisions for Future Parking
   a. Multi-phase projects should anticipate the size requirements for future parking, and reserve adequate space for that purpose, as well as taking into the consideration the possibility of changes in use of the buildings within the development.

D. PUBLIC TRANSPORTATION FACILITIES

1. General
   Commercial developments should accommodate facilities for public transportation, in particular those located along major transportation thoroughfares. Access points and stop/shelter locations should be located within or along the perimeter of commercial developments, and should be designed in such a manner that their use is convenient for those patronizing the development.

2. Location and Coordination
   a. Shelters should be located adjacent, or nearby, to areas within the development that are the most heavily used by both patrons and employees, and which are convenient to posted public transportation pick up and drop off points.

   b. Shelter designs and location shall be coordinated with the Regional Transportation District (RTD).

   c. Structures should be constructed so as to architecturally and aesthetically compatible with, and complementary of, adjacent structures within the development.

E. SIGNAGE

1. General

   All signage shall conform to the City of Brighton Sign Code, and should serve to inform, identify, direct; each structure within the development shall be clearly identifiable, and the overall development shall demonstrate a uniform and comprehensive sign design package. All signage, from development signs through individual identification signage, should contribute to the aesthetic appeal of the development, yet remain secondary to architectural and landscape design elements. The following elements shall be included, in addition to those contained within the City of Brighton Sign Code. In the case of a conflict among two or more differing regulations, the most restrictive shall apply. A permit shall be required for all signs.

2. Coordination of Design
   a. All signage shall be coordinated throughout (all phases of) the development, so as to give the appearance of a unified, cohesive development as well as to contribute to the overall design theme of the development.

3. Location/Placement
   a. Monument signs shall not be placed within the sight triangle of any intersection or access drive within a public right-of-way or private drive.

   b. Monument signs should be located in a planter setting within a landscaped area.

   c. Tenant signage on the back/rear elevations of structures visible from non-retail properties, or public rights-of-way, may be prohibited. Excepted is non-illuminated delivery or door identification signage not exceeding two (2) square feet in size.

   d. All signage shall be sufficiently visible from public rights-of-way so as to provide maximum visibility and notice of site access points for both pedestrians and persons traveling in motor vehicles.

   e. Signs shall not be placed on roof slopes.

   f. All elevated signs (whether freestanding or building-mounted) shall be mounted at least seven (7) feet from grade, or otherwise provide adequate overhead clearance so as to not endanger pedestrian, bicycle or vehicular traffic.

4. Materials
   a. All signage shall be well-designed and shall be constructed with high quality, durable materials that complement the commercial development

5. Allowable Sign Types
   a. Refer to the Zoning Regulations, Section V. Development Standards, Sub-Section J. Signs, for the sign requirements.

6. Illumination
   a. Individually raised letters are generally required for wall signage, and the use of individually cut, backlit letters is encouraged.

   b. Cabinet (i.e., "can") signs are prohibited except for logos, or similar features, which must clearly be secondary to, and complementary of, lettered signage.

   c. The source of external lights directed at a sign surface shall be hidden or otherwise concealed from the view of pedestrians and motorists.

   d. Any signage visible from a public right-of-way must not compromise public safety, as determined by the Community Development department.

F. EXTERIOR LIGHTING

1. General

Exterior lighting should be used to provide security and safety throughout the commercial development, while being designed to augment and complement the overall design of the development. Minimal site lighting should be maintained in order to provide safe pedestrian and vehicular movement, while minimizing glare. Sweeping laser and searchlight beams projected into the sky, except those approved by the Community Development Director for temporary uses, are prohibited.

   a. Poles and fixtures shall be aesthetically compatible with all other fixtures on site.

   b. Install all lighting fixtures so as to shield or confine light spread to a specific area.

   c. Specify lighting levels that are adequate for visibility, but which shall not create glare for pedestrians or those operating vehicles.

   d. All building entrances must be well lighted.

   e. Subject to the provisions of Section II.F.2.b., light poles located within landscaped and plaza areas shall not exceed twenty (20) feet in height from the top of the pole base. Pole bases are limited to three (3) feet in height above finished grade.

   f. Metal halide or other white light fixtures shall be used in all external lighting appliances; high-pressure sodium is not allowed in any external lighting application.

   g. The nighttime illumination of architectural features of a building or accent lighting with the use of decorative lights that are consistent with the architectural character is desirable.

   h. The use of colored lights, with the exception of seasonal holiday lighting, is permitted only with the written approval of the Community Development Director.

2. Location/Placement
   a. Building/Design Lighting

      i. Lighting that accents building features and creates visual interest is permitted, provided that design continuity is maintained among buildings.

         a) Lighting fixtures mounted directly on structures may be allowed when used to enhance specific architectural elements, or to help establish scale or provide visual interest.

         b) "Wall Paks" are permitted only in loading and service areas, and should be down-lit and shielded from view.

         c) Illuminators or fixtures used to light building mounted signage, building façades, or pedestrian arcades should be integrated into the building's architectural design, and shall not compromise the health, safety or welfare of the community.

         d) Consideration should be given to highlighting entrances, art, terraces and special landscape features.

   b. Parking Lot Lighting

      i. Parking lot lighting should be unobtrusive and provide safe light for parking lot activity.

         a) Ensure that all parking lot light fixtures are similar in design for all surface-parking areas.

         b) Metal halide lighting with a concealed light source of the "cut-off" variety should be used to prevent glare onto adjacent buildings and sites.

         c) Separate pedestrian scale lighting should be provided for all pedestrian ways through parking lots.

         d) The maximum height of parking lot poles shall be thirty-five (35) feet measured from the top of the pole base. Pole bases are limited to three (3) feet in height above finished grade.

         e) Light poles shall be located within medians wherever possible, and shall have a maximum base height of three (3) feet, unless otherwise approved by the Community Development Director.

   c. Pedestrian Area Lighting

i. Walks shall be lighted for the safe passage of pedestrians, as should areas that are dangerous if unlit, such as stairs, ramps, intersections and underpasses.

ii. Use of lighting bollards or other low level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings.

iii. Emphasize pedestrian-to-vehicle intersections with low level decorative streetlights.

iv. All primary walkways, steps or ramps along pedestrian routes shall be illuminated.

v. The use of incandescent or metal halide lamps is strongly encouraged.

vi. Building mounted fixtures should be used for walkways or plazas near buildings.

d. Landscape Lighting

i. Landscape lighting should enhance or complement, not overshadow, landscaping.

ii. Landscape lighting should be designed to be effective during all seasons of the year, and through the life of the landscape.

iii. Wherever possible, fixtures shall be concealed (e.g., in trees behind rocks) in order to control glare and avoid extreme bright spots on the surrounding landscape.

e. Site Security Lighting

i. Site security lighting should not impact negatively upon the site, building architecture, or adjacent properties.

ii. No light source (e.g., bulb) shall be directly visible from adjacent properties, except those that are motion- or IR- activated, and which remain lit for no more than one (1) minute per activation.

iii. Only as much illumination as is necessary to provide safety and security of the affected area should be used.

3. Light Intensity

a. A photometric lighting plan is required for all new commercial development, in order to ensure adequate and appropriate light levels throughout the development.

b. The following levels of illumination shall be maintained:

i. Building Entrances	5.0 foot-candles
ii. Sidewalks (within development)	2.0 foot-candles
iii. Bikeways (within development)	1.0 foot-candle

iv. Courts/Plazas/Terraces	1.5 foot-candles
v. Ramps	5.0 foot-candles
vi. Stairways	5.0 foot-candles
vii. Waiting Areas	5.0 foot-candles
viii. Underpasses	5.0 foot-candles
ix. Parking Lots	1.0 foot-candle
x. Roadways	1.5 foot-candles

Illuminated areas shall be measured as: Area in minimum average, maintained horizontal, foot-candles that are measured at the average point of illumination between the brightest and darkest areas three (3) feet above the ground surface.

c. Site lighting should provide consistent levels of illumination, avoiding irregular pockets (either bright or dark).

G. LANDSCAPING

1. General

The City of Brighton considers landscaping to be an integral component of commercial development, and recognizes that high quality landscaping plays an important role in enhancing the quality of life of the community. Landscaping for commercial areas within each building site shall serve to: 1) enhance the aesthetics of commercial development, 2) create a pedestrian friendly environment, 3) break up the mass of buildings, 4) soften architectural materials, 5) provide screening of service structures, 6) enhance the streetscape/parkway environment, 7) define building and parking area entrances, 8) provide shade and climate control, 9) control airborne particulates and 10) serve as buffers between incompatible land uses or site areas. Drought tolerant plant species that are native to the region, or otherwise suitable to the climate, should be used. All landscaping shall conform to an approved grading plan.

2. Adjacent to Public and Private Roadways

The corridors along perimeter arterial streets and internal collectors should provide a visually cohesive open space system. Similar landscape treatments should be used at all entrances and intersections. Plant materials, massing, spacing, and height characteristics should reinforce the hierarchy of roadways. Planting and grading should work together to create a variety of experiences along these roadways and to call attention to open space amenities. Perimeter edge treatments should establish identity for the project and convey a high-quality image. Note: Where appropriate, the clustering of required trees and/or shrubs may be allowed at the discretion of the Community Development Director.

a. Include a combination of manicured and enhanced natural landscape areas.

b. Place annual and perennial gardens at entries.

c. Place project identification markers along the perimeter edge of all commercial developments.

d. Design long expanses of fence and wall surfaces to create landscape pockets.

e. Sod is discouraged in planting areas two (2) feet or less in width, and may be replaced with stone (of acceptable size), mulch and the like.

f. Parkway and Median Plantings

i. Vary street tree planting species in medians and parkways. However, maintain the desired rhythm of plantings by selecting street trees with similar characteristics (i.e., height and branching patterns).

ii. Where detached walks parallel to the street are proposed:

a) Provide a minimum of 1 tree per 40 lineal feet of public and private street frontage between the sidewalk and curb along with fully irrigated sod or other approved ground cover.

b) Provide an additional 1 tree per 40 lineal feet of street frontage within 10 feet outside the sidewalk, internal to the development.

c) Provide a minimum of 8 shrubs per tree plus ground cover or grass lawn outside the sidewalk, internal to the development. Note: Up to 3 ornamental grasses may be counted towards meeting the 8 shrubs per tree requirement.

iii. Where attached sidewalks are proposed:

a) Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage within 15 feet of the edge of the sidewalk.

b) Provide a minimum of 5 shrubs per tree plus perennial flower beds, ground cover or grass lawn within 20 feet of the edge of curb. Note: Up to 2 ornamental grasses may be counted towards meeting the 5 shrubs per tree requirement.

iv) Where meandering sidewalks are proposed:

a) Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage.

b) Accompany the trees with a variety of shrubs and ground covers and make berming an integral component of the landscape design.

c) Provide a minimum of 8 shrubs per tree plus perennial flower beds, ground cover or grass lawn. Note: Up to 3 ornamental grasses may be counted towards meeting the 8 shrubs per tree requirement.

v) To prevent interference with motorist visibility, plant parkway trees a minimum of 5 feet from the back of curb and choose shrubs that do not exceed 24" mature height.

g. Visually buffer all parking lots adjacent to perimeter roadways with adequate screening within a planting strip between the public right of way and the edge of the parking lot pavement, service areas and interior roadways (e.g., gasoline station "pads," drive-thru lanes, etc.). Provide adequate shrub plantings to create a dense visual buffer between parking lots and perimeter roadways. Whenever practical, incorporate berming with a maximum 5:1 slope within this planting strip.

h. Sight Lines at Intersections and within Medians:

   i. Provide adequate lines of sight for an effective sight triangle as measured from the right of way. (Refer to Section V.C.2. of the City of Brighton Land Use and Development Regulations and Guidelines.)

i. Provide a diversity of landscaping materials at entry drive to development parcels. Therefore:

   i. Provide a minimum of three (3) levels of scale, including shade, evergreen, and/or ornamental trees, shrubs, annual and perennial flowers, and ground covers.

   ii. Plant clusters that appear as a cohesive visual element, and that complement the overall landscape theme and palette.

   iii. Integrate the plant design with the entry sign. Plantings should frame or provide a visual base for the signs.

3. Adjacent to Abutting Property

Visual buffers should be provided between similar land uses to accomplish transitions and to mitigate potential conflicts between dissimilar uses.

a. Between similar uses (e.g., commercial to commercial): Provide a minimum ten (10) foot wide buffer next to a perimeter property line and a five (5) foot buffer to an internal property line, which buffer shall contain 1 tree for every 20 lineal feet of property line and appropriate shrubs, ground cover and/or turf areas. In-line retail developments are exempt from the internal property line buffer requirement.

b. Between dissimilar uses (e.g., commercial to residential, commercial to open space, etc.): Provide a minimum thirty (30) foot wide buffer, which is preferred to incorporate an average 3 foot high berm, having a 5:1 slope, and shall contain a minimum of 1 tree for every 20 lineal feet of property line and a screen hedge incorporating both deciduous and evergreen shrubs a minimum of 3 feet in height (at maturity) along a minimum of 50% of this perimeter area. Other non-invasive uses, including, but not limited to, sidewalks/trails, outdoor plazas, or courtyards may be allowed within the buffer area at the discretion of the Community Development Director.

c. Common/Shared Access Drives:

i. Provide a minimum 8 foot wide buffer strip along both sides of a shared access drive when no sidewalk is included.

ii. Provide a minimum 12 foot wide buffer strip along both sides of a shared access drive where a sidewalk is included.

4. Parking Lot Landscaping

Parking lots are necessary features of building sites that can, if not designed properly, visually detract from the overall development character. Parking lots should be designed to blend with each building site's character using landscape plantings and grading.

a. Use low, opaque walls and/or flowering plants combined with berming and/or raised planters to create a dense visual buffer of parking areas from peripheral streets or frontages.

b. Lower the grades of parking lots below existing street elevations to aid in obscuring views of automobiles, while promoting views of architectural elements of the structures beyond.

c. A minimum of 1 canopy shade tree per 8 parking spaces is required in all parking lots, to be planted in islands, medians, and perimeter areas adjacent to lots (excluding streetscape tree plantings).

d. Utilize landscaped islands and medians to improve the definition of circulation patterns, provide shading for paved areas and break up continuous rows of parking.

e. Landscaped Islands

i. Provide a minimum 9 foot wide landscaped island at the end of every row of parking, equal in length to the length of the parking space(s).

ii. Provide a minimum of 2 canopy shade trees in each island with a minimum mature canopy of 20 feet.

iii. In addition to the trees, plant each island with a minimum of 8 shrubs, not exceeding 3 feet in height at maturity. Note: Up to 3 ornamental grasses may be counted towards meeting the 8 shrubs per tree requirement.

f. Landscaped Medians

i. Place landscape medians between every fourth parking bay in lots for more than 100 cars.

ii. Where walkways in medians will not be utilized, the medians may be reduced to a width of 8 feet.

iii. Provide a minimum of 1 canopy shade tree and 8 shrubs for each 30 lineal feet of median. Note: Up to 3 ornamental grasses may be counted towards meeting the 8 shrubs per
tree requirement.

iv. The use of landscape medians is encouraged as a transition slope between parking bays on hillside parking lots (maximum slope of 4:1).

g. Where head-in parking occurs, locate all shrubs a minimum of 3 feet from the edge of the parking lot curb.

5. Building Site Landscaping

The coordination of landscape design for individual building sites and larger, multi-parcel projects is essential for creating a consistent, high-quality character. A coordinated design unifies the various buildings and strengthens the cohesiveness of the development. Individual landscape treatments for building sites should compliment the roadway landscapes, create distinctive settings for buildings, reinforce the design of the open space systems, and provide amenities for pedestrians.

a. Use landscaping that is of appropriate scale relative to the proposed adjacent structures.

a. Intensify landscaping at building entrances.

c. No less than twenty-five (25%) percent of the building perimeter shall be planted with multi-stemmed ornamental trees, shrubs, perennial flowers, and ground cover. Emphasis should be given to landscaping along the front building elevation. Provide additional landscaping around the perimeter of buildings to soften the edge between sidewalks/parking lots and structures.

d. Protect landscaping from vehicular and pedestrian encroachments with raised planting surfaces, depressed walks, and/or curbs.

e. Use clay, concrete, or wood containers with flowering annual and perennial plants to enhance sidewalk shops, plazas and courtyards.

f. Minimum Landscape Area required within each building site and within the entire development shall be twenty percent (20%). Subject to approval of the Community Development Director, hardscape plazas and walkways within open space areas may account for a maximum of one-third of the open space requirement, and should include trees for shade and aesthetic purposes.

g. Landscaping within Public Easements

i. Landscaping within public utility easements is limited to shrubs, ground cover, and small ornamental trees. No canopy/shade trees may be planted within such easements.

ii. Berming is generally acceptable within public easements in conjunction with plant material. Berming is not to be used instead of plant material.

6. Landscape Irrigation and Water Conservation

A significant percentage of the city's treated water supply is used to irrigate plant materials and grasses. Every effort should be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment.

a. Incorporate xeriscape concepts into the landscape design of each commercial development without compromising the intent to establish significant visual amenities through landscaping. For example:

i. Incorporate a "zoned planting scheme" to reduce water demand by grouping similar varieties of plants that are drought and disease tolerant.

ii. Use drought tolerant plant species suitable to the climate that have minimum watering and pruning requirements.

iii. The use of water conserving grasses, such as fescue sods, is encouraged. Limit the use of blue grass. All areas to be planted should receive, at minimum, a soil amendment of 3 cubic yards per one thousand (1,000) square feet.

iv. Incorporate heavily mulched planting beds to aid in retaining moisture and to make planting areas easier to maintain. Improve the soil prior to planting for better water absorption and retention.

v. Incorporate advanced irrigation measures and scheduling. Install an efficient automatic irrigation system that will incorporate water conservation measures. Spray heads are recommended for lawn and ground cover areas, with drip irrigation for shrubs and trees.

b. The developer is encouraged to investigate alternative sources of irrigation water for all landscaped areas. Alternative sources shall be owned and maintained by the developer or an association formed for such purpose, unless the city otherwise agrees.

7. Landscape Standards and Plant Material Selection

For a strong visual impact plants should be used in masses of the same species. Random spotting of many different types is not appropriate. Planting should reinforce the site planning concepts and complement architectural forms. Plant materials selections are encouraged from the Recommended Plant Materials List.

a. Landscape Zones:
Depending on the size and magnitude of an individual parcel, the project's landscape areas should be divided into one or more of the following basic zones:

i. High Maintenance Zone (located at site and building entrances and pedestrian areas.) This zone may include:

a) Manicured lawns which require weekly mowing and regular watering (including blue grass sod or fescue grasses)

b) Formal plantings of trees and shrubs

c) Planters, with annuals and perennials

ii. Medium Maintenance Zone (located along perimeter roadways) This zone may include:

a) Drought tolerant grasses that require less water and maintenance (but still provide a manicured green look during the growing season – including fescue-type grasses)

b) Large shrubs

c) Large specimen trees

iii. Low Maintenance Zone (located in environmentally sensitive areas, along waterways and the balance of the site). These may include:

a) Natural areas and native grasses (which require very low water and maintenance)

b) Existing vegetation

c) Drought resistant plant species

d) Meadow-like/open fields

e) Wetlands areas

b. Selection of plant materials is encouraged from the Recommended Plant Materials List, and in light of the following standards and guidelines:

i. Select plant materials based on suitability to climate, setting and compatibility with other development plantings, character and functions.

ii. Select plant materials that are free of disease and harmful insect problems.

iii. The quality of plant material selected will follow the guidelines of the "American Standard for Nursing Stock" by the American Association of Nurserymen.

iv. Proper drainage is required for all major plantings to ensure the establishment of a good root system and healthy growth.

v. The installation and ongoing, regular, maintenance of landscaping shall generally follow the procedures set forth by the American Association of Landscape Contractors and its local agencies.

vi. All landscaping and landscape material shall be backed by a warranty of the owner and the Contractor for a minimum of one year, as detailed in the development agreement.

vii. A performance guarantee is required to ensure completion of landscaping.

viii. Artificial plants of any type, size or color are not allowed as exterior landscaping within any development parcel.

c. Encourage the use of water conserving landscapes by minimizing irrigated sod areas (such as blue grass) that require significant watering and maintenance. In general, where grass lawn areas are used, choose a species that will require low maintenance in cutting and less watering than typical blue grass (fescue sods are encouraged).

d. Grasses should provide an immediate cover and sod is recommended. In less irrigated/non-irrigated area, plant various grasses in groupings for effect.

e. Choose plant materials that provide variety and year-round color and screening. Select materials that highlight each season:

i. Spring: Flowering plants

ii. Summer: Shade

iii. Fall: Leaf color

iv. Winter: Branch form and texture; evergreen

f. Edging is required to separate grass areas from shrubs, ground cover and mulch.

g. Utilize porous paving materials for paths, plazas, etc., such as patio bricks, inter-locking pavers, concrete stepping-stones and/or sandstone.

h. Plant annual and perennial flowerbeds in visible areas such as pedestrian plazas and building entries.

i. Mulching:

i. All planting beds should be mulched with wood or decorative rock to stabilize soils, control erosion, and conserve water use.

ii. Use organic mulch materials that are best suited and adapted for the local area.

iii. Decorative rock may not constitute more than 50% of the total mulched area.

iv. Rock mulch is discouraged in landscaped islands within parking lots.

j. Use landscape or weed barrier fabric within all shrub beds and mulched areas to control weeds.

k. All Landscape Plans should be prepared by a qualified Landscape Architect.

8. Planting Size Standards
An immediate landscape impact is desired within all commercial developments, and to facilitate this, minimum plant size standards are required. Larger sizes are encouraged.

a. Provide landscaping according to the following minimum sizes:

i. Deciduous shade/canopy trees: 2.0" caliper†

ii. Ornamental trees: 2.0" caliper†

iii. Evergreen trees: 6'-8' height (with a minimum of 25% 8' in height)

iv. Multi-stem Ornamentals: 8'-10‘ height

v. Shrubs: 5 gallon container

vi. Vines: 1 gallon container

vii. Ground Cover/Perennials: 2-1/4" pots

†Measured by ANSI standard Z60.1.

9. Landscape Maintenance and Replacement
The property owner is responsible for providing, protecting and maintaining all landscaping in a healthy and growing condition.

a. The property owner will remove and replace dead or diseased plant materials immediately with the same type, size and quantity of plant material as originally installed.

b. Avoid replacing landscape materials during the dry winter months between December and February and in midsummer (July and August).

c. Contact the Planning Division for specific time requirements for landscape material replacement.

10. Existing Vegetation
Special attention should be paid to preserving within each commercial development those natural features and vegetation which are significant because of their unique character, history, size, variety, or growth habits. This includes all mature trees greater than 3 inches in diameter and significant understory plants and shrubs.

a. Provide an inventory of all existing trees and significant woody vegetation that identifies size, health, and species and trees to be retained and removed. The inventory is to be prepared by a botanist, licensed arborist or landscape architect.

b. Locate site and building improvements to preserve significant natural vegetation.

c. Preserve and incorporate into the landscape plan, any existing healthy tree 6" caliper or larger and located more than 20 feet from any proposed building location. Preserve all trees over 24" caliper unless deemed unhealthy or unsuitable for preservation.

d. During construction of site improvements, erect suitable protective barriers (generally located beyond the drip line), around trees to be preserved, making sure trunks, branches and root structures are not damaged by construction equipment.

e. Incorporate tree wells or retaining walls as necessary in the landscape plan to protect existing trees. Maintain historic drip lines.

H. WALLS AND FENCING

1. General

Fences and walls should be decorative in nature, and generally contribute to the visual quality of the project or development, while being by design as unobtrusive as possible. A combination of fencing and landscaping should be incorporated wherever practicable. A permit shall be required for all walls and fences.

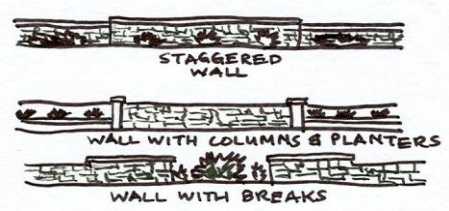
2. Requirements

a. Make screening for loading docks and service areas a minimum of 6 feet high and constructed of the same materials and finishes as the main building.

b. Minimally screen from view all outdoor areas used for the display, storage, or sale of seasonal inventory. Use temporary fencing and/or planters to reduce the unsightliness of outdoor display, storage or sales areas.

c. Screen all utility equipment, meters and transformers from view with fencing, walls, and/or landscaping.

d. No more than twenty-five (25) percent of the project or development street frontage may be occupied by a fence or wall.



e. The maximum length of a continuous, unbroken and/or uninterrupted wall or fence plane shall be fifty (50) feet.

3. Design and Materials

Walls and fencing shall be constructed of material(s) that are compatible with, and complementary of, the adjacent building architecture.

a. Retaining walls in excess of thirty (30) inches in height should be avoided whenever a reasonable alternative is available.

b. Perimeter fences and walls (those forty-two (42) inches in height or greater) shall incorporate 360-degree architecture.

c. Chain-link and related fencing shall not be used without the written approval of the Community Development Director, on a location-by-location basis.

d. Fences and walls shall be constructed from durable material such as stone, brick, metal having a dark finish (e.g., wrought iron), vinyl or any combination approved by Community Development department. Wood shall not be used exclusively as a primary material for perimeter fencing.

e. Concrete walls are permitted only when faced with masonry or stone, or if the surface is scored or textured.

III. COMMERCIAL BUILDING DESIGN

A. ARCHITECTURAL DESIGN

1. General

The architectural design of commercial structures shall consider and accommodate the overall desire of the City of Brighton to create and enhance the livability and ambience of the community, while creating or contributing to a unique sense of place. In areas with existing structures, the architectural design of new projects should serve to enhance, rather than detract from, any existing design.

2. Setbacks

Building setbacks should contribute to the creation of an aesthetically pleasing, well-landscaped and pedestrian-friendly environment along major streets and within commercial development projects. The surrounding of buildings or wrapping of project perimeters with parking lots is strongly discouraged.

a. Building and parking lot setbacks are measured from property lines after dedication of all required future rights-of-way.

b. Building setbacks shall be as set forth by the governing zone district or PUD. Further, setbacks shall comply with all applicable building and/or fire codes.

c. The following parking lot setbacks shall apply, unless specifically waived in writing by the Community Development Director:

CATEGORY	PARKING SETBACK
Arterial and Collector Streets	25 ft
Local Streets	20 ft
Internal Access Drives[a]	15 ft
Interior Property within the commercial development	5 ft [b]
Property Line adjacent to Non-Residential property	10 ft
Property Line adjacent to Residential or Public Property[c, d]	25 ft

a. Primary, private, access drives that connect to public streets. Sidewalks may be situated within these setbacks (measurement from the face of the nearest curb along the drive.)

b. Five (5) feet is the minimum distance in order to create a total distance (between two separate parking areas) of ten (10) feet.

c. No wall of any drive-thru related business, including but not limited to, car washes, gasoline stations or automobile service/repair facilities are permitted within one-hundred (100) feet of any residential district boundary.

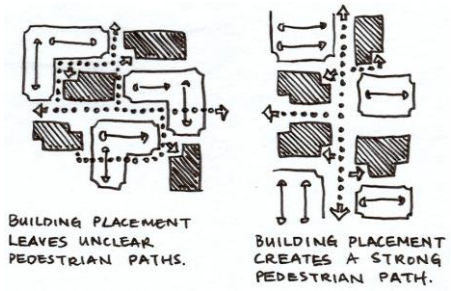
d. At a minimum, a masonry wall of no less than eight (8) feet in height is required within the setback area adjacent to residential or public property. Additional buffering, such as increased wall height and intensive landscaping may be required (as determined by the Community Development Director). Other types of fencing may be considered in limited applications, in conjunction with intensive landscaping and berming as determined by the. Community Development Director.

3. Coordination of Design

Unless waived or otherwise amended in writing by the Community Development Director, the use of "360-degree" architecture shall be required for all commercial structures; all sides of all structures shall be subject to the same architectural style, materials, and details as the front elevation, as determined by the Community Development Director.

a. All structures within a development, shall maintain a consistent style/architectural theme; this includes all "pads" within a retail development, as well as gasoline pump canopies and/or other accessory structures.

b. In general, buildings should be oriented in relation to one another so as to create meaningful pedestrian plazas or corridors.



4. Building Height and Massing

Building heights should be minimized and of compatible scale with existing or planned development; the base of each building should appear to be "weightier" or "anchored" closely to the ground (through the use of heavier, larger or darker building materials), although actual building heights are expected to vary, in particular adjacent to major

public roadways and, possibly, along the perimeter of the development. Buildings should provide visual interest at the scale of the pedestrian, which appear to both reduce mass and relate to local architectural character. Buildings should relate to geographical features and one another in their massing and forms; "box-like" structures comprised of large or plain unarticulated vertical surfaces shall not be acceptable.

a. The maximum height of any commercial building shall be consistent with that described within the appropriate zoning district, contained within the City of Brighton LAND USE AND DEVELOPMENT CODE, as amended, or as set forth in the applicable PUD standards (measurement of height defined by the Building Code in effect at the time of plan review).

    i. Architectural elements (e.g., domes, towers, spires, crosses) may exceed the maximum height limit for the district, when specifically approved by the Community Development department in writing.

    ii. New development should relate to adjacent open spaces and be compatible with, and transition from, the height of adjacent existing or planned development.

b. Façades in excess of fifty (50) feet in length must incorporate architectural features and/or treatments to diminish apparent building mass.

c. Similarly, other techniques shall be incorporated for the purpose of reducing the apparent massing and scale of buildings. The following techniques should be used to accomplish this requirement; additional techniques proposed by the applicant may be considered:

    i. Variations in façade color and/or texture.

    ii. Variations in roof forms and heights of roof elements.

    iii. Compositions that emphasize floor lines, or otherwise express rhythms and patterns of windows, columns, and other architectural features.

    iv. Express the position of each floor in the external design:

        a) Terracing, articulated structural elements, a change in materials, or the use of belt courses or similar horizontal trimbands of contrasting color and/or materials can be used to define floor lines.

    v. Use windows, trellises, wall articulation, arcades, material changes, awnings or other features to avoid blank walls at ground floor levels.

    vi. The use of materials relatable to human proportions, such as brick, tile, and modular stone. (As well as stucco, glass and decorative tiles.)

vii. Columns, pilasters, canopies, porticos, awnings, brackets, arches or other such architectural features.

viii. Windows revealing or accentuating indoor amenities and activities.

5. Roof Forms and Materials

Three-dimensional rooftops are encouraged, and a variation in roofline is required to assist in reducing the scale of large buildings. Likewise, rooftops should contribute to the overall unified appearance of the development, and consideration should be made regarding their appearance from multiple angles (in particular, higher areas, ground level and roadways).

a. Continuous rooflines in excess of fifty (50) feet shall be prohibited, unless approved otherwise by the Community Development Director.

b. Flat roofs for principal buildings are prohibited, unless concealed through the use of parapets, or other features approved by the Community Development Director.

c. Each building should have a defined top, which can be accomplished with the use of cornices, caps, parapets, or other features approved by the Community Development Director.

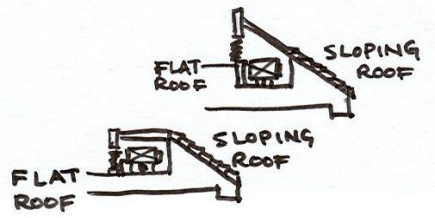
d. Roof forms should be designed so as to denote building elements and functions such as pedestrian entrances, arcades and porches; overhanging eaves, sloped roofs and three or more roof planes may be required.

e. Roof forms should relate to adjacent buildings or developments.

f. Flat canopies (e.g., fueling facilities, drive-through operations, etc.) must be designed with a sloped roof system and should also create a strong architectural association with the principal associated building. Further, canopy columns must be constructed so that the entire column height is encased in brick or stone to provide a visual appearance of substance.

g. Roof top mechanical units shall be screened from view, using architecturally integrated screening units, roof parapets or sloped roof forms that appear as integral elements of the overall building design.

i. If anticipated to be visible from any existing or future surrounding building, property or street, all rooftop equipment



must be painted to match the surrounding rooftop color(s).

h. Sloped roofs and canopies shall be covered with high quality roofing materials approved by the Community Development department, such as natural clay tiles, slate, concrete tiles (having natural texture and color), high quality standing seam metal roofing, or high profile, three-dimensional asphalt/fiberglass shingles. Metal roofs shall have a low gloss finish to reduce glare.

6. Building Materials and Colors

Exterior materials and colors shall be aesthetically pleasing, of a high quality and compatible with the materials and colors of adjacent or nearby structures; the color and intensity of color of all building materials shall be approved in writing by the Community Development department.

a. Building Materials

i. Exterior wall materials must be muted, and the use of brick, masonry, stone, fluted or split-faced block and stucco as primary building materials shall be required, unless otherwise determined in writing by the Community Development department.

a) A variance from the requirement to use brick, masonry, stone or stucco as the primary building material will be considered only when the design and use of an acceptable alternate building material is incorporated into a set of overall design guidelines that are determined by the Community Development department to equal or exceed these requirements, and which are deemed desirable by the City of Brighton.

ii. Materials for use in conjunction with brick, masonry, stone and stucco include:

a) Pre-cast concrete

i) Must have integral color, contain other materials embedded within and be articulated with design detailing, or have application of other building materials to create detailed design interest.

b) Tilt-up concrete panels with brick or stone facing. At the discretion of the Community Development Director tilt-up concrete panels with textured paint (to provide a stucco appearance) may be allowed.

c) Wood siding may be considered for use in limited applications, but not as a primary building material.

d) Other material that may be considered at the sole discretion of the Community Development Director.

iii. Highly reflective materials, such as bright aluminum and glass, are not permitted as the primary building material, in particular at the pedestrian level.

iv. Large blank, featureless or uniform surfaces are prohibited.

v. The use of heavier materials, such as natural stone and masonry materials, on the lower three (3) to five (5) feet of buildings to help visually anchor them to the ground is encouraged.

vi. High quality, low-maintenance materials are encouraged, as are durable building materials that will age well.

b. Building Colors

i. In general, subdued colors typical of the muted native grasses, wood, rocks and soil of the high Colorado plains and Brighton's natural setting are to be used as primary colors. The use of warm and darker tones, with low reflectivity is recommended, although alternate color schemes may be considered at the discretion of the Community Development Director.

ii. Accent and trim colors shall complement and enhance the effect of the primary building color.

iii. Roof colors shall be muted or otherwise be compatible with the dominant building color.

iv. Use of bright colors (including bright white) that may streak, fade or generate glare is discouraged.

v. A bright or primary color used for accent elements such as door and window frames, and architectural details may be considered when incorporated into a set of overall design guidelines.

a) Colors or accents considered by the Community Development department to be bold, brash, intense, fluorescent, black or metallic shall not be used, unless approved in writing by the Community Development Director for specific and limited uses.

7. Prohibited or Restricted Elements

The following examples of prohibited or restricted elements are to be considered an inclusive, but not exhaustive list of such elements. Where there is a dispute regarding these regulations, the decision of the Community Development Director shall be considered final.

a. The use of smooth faced concrete block, tilt-up concrete panels, metal siding, and large expanses of unarticulated stucco shall be prohibited as a predominant exterior building material.

b. Building or design elements that may function as signage.

c. Roof lights.

d. Translucent, plexiglass, glossy metal, or backlit vinyl awnings or illumination of such awnings.

e. Reflective or mirrored glass at pedestrian levels.

f. Painted or unpainted metal

g. Other undesirable design elements, as determined by the Community Development department.

8. Architectural Details
   a. Building Entrances

      i. Building entrances should be easily identified through the use of design and detailing, as well as relate to the human scale.

      ii. Locate main entrances to be clearly identifiable from primary driveways and drop-offs. Incorporate clearly defined, highly visible customer entrances for principal building within a development. Enhance each entrance with at least three (3) of the following features:

         a) Canopies or porticos;

         b) Overhangs;

         c) Recesses/projections;

         d) Arcades;

         e) Raised corniced parapets over the door;

         f) Peaked roof forms;

         g) Arches;

         h) Outdoor patios;

         i) Display windows;

         j) Architectural details such as tile work and moldings that are integrated into the building structure and design;

         k) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

      iii. Primary entrances should be designed so as to be accessible to handicapped users without the need for complex ramp systems.

      iv. All entrances shall be effectively lit.

v. The use of entranceways as transitions from the building to the ground, through the use of walls, terraces, grading and plant materials should be considered.

vi. The use of terraces or porticos to define entrances should be considered.

b. Windows/Glass

i. The use of highly reflective or glare-producing glass with a reflective factor of .25 or greater is prohibited, unless specifically approved in writing by the Community Development Director.

ii. Clear or tinted glass shall be used for storefronts, windows and doors.

iii. The use of windows is required in areas where there exists significant pedestrian activity, or to assist in breaking up the appearance of blank and/or unarticulated walls.

a) Windows should generally be for display purposes or to allow for viewing both into and out of the interior of the building.

c. Service, Loading and Trash Areas

i. Service areas should be visually unobtrusive and integrated within the overall design theme of the building or development and landscape, so that the architectural design features are continuous and uninterrupted.

ii. Service entrances, loading docks, waste disposal areas and other similar uses should be oriented away from arterial and collector streets, and residential areas; such areas should be screened with fencing, walls, and/or landscaping consistent with that used elsewhere within the development.

iii. Location of service areas should be coordinated with adjacent developments, so as to maximize the use of shared service drives.

iv. Dumpsters, other trash receptacles and recycling containers shall meet the following standards:

a) Shall not be visible above the height of the surrounding enclosure.

b) Shall have a concrete pad a minimum of 8 feet wide to provide truck access to trash or recycling locations.

c) The interior ground area of the enclosure should be clearly visible from the entrance to the enclosure, with a minimum 8-inch vertical opening in order to enhance the general safety of the dumpster enclosure.

d) Where visible from public right-of-way or a designated trail system, trash receptacles and recycling containers shall be screened by a solid wall or fence matching in materials and color to the principal building.

e) Where not visible from public right-of-way or a designated trail system, trash receptacles and recycling containers shall be either enclosed by a fence or other screening device, or shall contain landscaping (i.e., evergreen trees and shrubs) along three sides in order to minimize the visual impact.

d. Mechanical Equipment

i. Ground level mechanical equipment including, but not limited to, compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite dishes and communications equipment, shall be screened so as to be visually unobtrusive and integrated within the overall design theme of the building or development and landscape, so that the architectural design features are continuous and uninterrupted.

ii. The location of building mounted equipment (e.g., mechanical, refrigeration, electrical, gutters, downspouts, etc.) must result in these elements being hidden or screened so as to be minimally obtrusive.

a) Building mounted elements shall be painted or otherwise match the color of the surrounding building material, unless specifically approved by the Community Development Director.

9. Energy Conservation

a. All buildings should be energy efficient to conserve natural resources. Appropriate design considerations include, but are not limited to:

i. Siting and design should be conducted so as to maximize the use of solar gain, while not depriving adjacent (existing and proposed) buildings of a similar opportunity.

ii. Orient and cluster buildings so as to take advantage of prevailing summer winds, while buffering against adverse winter wind conditions.

iii. Various building materials and their associated insulation characteristics.

iv. Arrangement and design of windows and doors.

v. Direct solar or photovoltaic activity.

vi. Earth sheltering with creative land forming.

vii. Natural ventilation of outdoor, indoor and attic spaces.

10. Site Furnishings

Site furnishings, including but not limited to bike racks, benches, waste receptacles, planters, railings and bollards are required for each use or building. Site furnishings must complement the overall design theme of the development and shall be consistent in style, materials, and color throughout the development. Further, all components shall be low maintenance, highly durable and resistant to vandalism and theft.

a. Outdoor Seating

i. Outdoor seating shall be comfortable, attractive, durable and easy to maintain.

ii. Benches or other outdoor seating fixtures shall be located at major building entryways, drop-off areas, transit stops, and pedestrian courtyards and plazas. Other areas that may be considered are those that receive direct sunlight in the winter, are sheltered from winds, and shaded in the summer.

iii. Where seating is fixed, provide a variety of arrangements (linear and grouped), which accommodate two (2) to six (6) or more persons. For restaurants (including fast-food), in-line retail and pad sites, a minimum of one bench is required.

b. Planters and Waste Receptacles

i. Planters and waste receptacles shall be designed so as to coordinate with other site furnishings, especially in regards to style, materials and color, and shall be located near entrances/exits into buildings.

c. Tree Grates

i. Should be used to prevent excessive soil compaction and to give added interest to the pavement. Tree grates should be fabricated of a strong, durable material. In areas that receive heavy use, tree guards may be appropriate to give added protection to young trees.

11. Accessory Structures

i. Accessory structures must incorporate matching design and materials of the primary building(s).

ii. The location of United States Postal Service mail, express mail and other delivery structures (e.g., kiosks) and areas shall not interrupt the normal course or flow of pedestrian or vehicular traffic.